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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

1. the Bauunion Brandenburg was to receive the construction designs for work at Schorfheide airfield from the Soviet construction headquarters in Werder. In reality, however, important designs had to be drawn by the Bauunion itself during 1953. the designs for the fuel dump and the ammunition dump had come from Moscow. Technical objections were against the construction of the large fuel containers in fuel dump I. These objections, however, were rejected by the Soviets with the argument that this type of containers has been repeatedly constructed in the USSR.[1]

2. All orders for construction work at Schorfheide airfield were given by the Soviet construction headquarters in Leipzig. The sub-contractor was the Bauunion Brandenburg which, with regard to design matters, however, conferred directly with the Soviet construction staff in Werder. The Leipzig staff was charged with the supply of material and the settling of accounts. The Werder construction staff intended to carry out new construction work in 1954 without the Leipzig staff. the new plans of the Soviet construction staff in Werder involved the construction of new airfields near Weimar and Magdeburg. The Bauunion Brandenburg had the impression that the construction staff in Leipzig had been established for instruction purposes. An office of the Leipzig construction staff was stationed at Schorfheide airfield. Chief of this office had formerly been Colonel Kirik (fnu), who was relieved by Lieutenant Colonel Khomotov (fnu). During his furlough, Khomotov was replaced by chief engineer Lieutenant Colonel Romanenkov (fnu). Major Zharov (fnu), known as political officer, supervised above-surface construction work; he was succeeded by Major Kratinov (fnu). Designs officer was Lieutenant Colonel Oleinik (fnu), who has the same name as an officer in the Soviet construction staff in Werder. Major Kovbaza (fnu) was the machine engineer and Lieutenant Alekseyev (fnu) was the business manager; both officers were addicted to drinking. Major Kopnin (fnu) supervised concreting and excavating work. Mrs. Dravnikova (fnu) was the chief bookkeeper. Liaison officer at the field of the Soviet construction staff from Werder was Major Konovalenko (fnu), who was believed to be reactionary and managed to have articles procured in West Berlin. Konovalenko was relieved by a civilian with the name of Lavrentyev (fnu).[2]

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4. The previously reported construction plans for 1954 included groups of hardstands which were designated Object 16 along the northern side of the runway and Object 103 along the southern side of the runway. A total of 73,000 cubic meters of concrete were to be used. A 5-cm turf layer was to be raised on both sides of the runway where, as previously reported, excavation work was under way. The Brandenburg-Bauunion was not informed about the target date for completion of construction work in 1954.

5. The northern group of hardstands was to comprise 12 hardstands and a fuel dump north of the western end of the runway. The connecting lane which branched off from the taxiway indicated that three hardstands were to be located to the northeast and six to the northwest. According to the construction plan, the northwestern branch was transferred somewhat southward in order to prevent the northernmost hardstands from being located too close to cultivated fields. Clearing work had advanced from the runway to as far as the branch lane prior to early January 1954. It was unknown whether the fuel dump which was scheduled to be built near the northern group of hardstands would be constructed in the same way as fuel dumps I and II. Allegedly, a standard fuel dump like that at Werneuchen airfield was to be built there. The southern group of hardstands, contrary to the first construction plan, was to be transferred about 100 meters northward to avoid a close location to the Diei See. This group was to consist of a total of 9 hardstands arranged in groups of three. For these dispersal areas, clearing and uprooting work from the runway to as far as the branch lane southwest of the corner of Jagen (forest sub-district) 154 was completed by early January 1954. The designs for excavation and concreting work on the projected hardstands had not been handed over by the Soviet construction headquarters in Werder to the Bauunion Brandenburg by early January 1954.

6. The purpose of the 15-cm thick concrete strips, referred to as harps, has not been definitely determined. [redacted] believed that they were scheduled as hardstands for fighter aircraft. The Soviets originally planned to build the runway with two layers of 25-cm concrete, as the available machines could not produce a thicker concrete layer than 25 cm. Later on, however, the Soviets ordered one concrete top layer of 40 cm. This was only possible after the Brandenburg Bauunion had been interested in an article which appeared in a West German periodical, "Bautechnik", issued 1951, concerning such a machine, and then built three special machines suitable for the construction of concrete layers thicker than 25 cm. The cost for the construction of these machines amounted to 25,000 eastmarks. During conferences pertaining to the thickness of the concrete layer, the Soviets mentioned pressure resistances of 100 to 110 tons. [redacted] a sketch of the cross section of the runway and of a joint between two concrete slabs. According to Major Oleinik (fnu) of the Soviet construction headquarters in Werder, the casting compound scheduled to be used for filling the joints was to withstand a heat of 110 centigrades for 10 minutes. This, however, was technically impossible and, therefore, the material actually used had a heat resistance of 65 centigrades. About 10 clay pipes, each 10 cm in diameter, probably for the laying of cables, crossed the runway from north to south, approximately in the middle of the runway. Six such pipes were also laid from west to east under the connecting lanes, probably for the laying of cables parallel to the runway.

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7. At the beginning of January, three containers were completed and a fourth one was under construction in fuel dump I. The four containers, each with a holding capacity of 400 cubic meters, were built of sheet metal, 8 to 10 cm thick, and primitively welded together; the last joints were 50 to 60 cm below the upper edge of the container. Between the container and the shrapnelproof wall was a catwalk, about 1 meter wide. Noteworthy is the observation that the containers, after being covered with sheet metal plates, were topped by earth only 10 cm thick. Additional installations in or near fuel dump I included a completed oil dump in the western section, another oil dump under construction in the eastern section. One laboratory, located near fuel dump I, was to serve all fuel dumps at the field. The pump installation for the fuel dump was completed and the tubes were laid. [redacted] a basin with water for extinguishing purposes was planned to be built with a holding capacity of 50 cubic meters. The oil dump in the western section was to hold 60 barrels and the one in the eastern section 125 barrels. One of these oil dumps was to store a poisonous agent. [redacted] it was not Tetra or Ethyl. During a conference, the poisonous agent was mentioned and Herr Behnke (fnu) of [redacted] stated that no special precautionary regulations have been issued as yet. No mixing installation was available in the fuel dump. A transformer for 25 kVA was planned to be built near the fuel dump. 25X1 25X1 25X1

8. A building, referred to as technical equipment dump, was located at the western end of the loading ramp, north of Jagen (forest subdistrict) 161, east of the old Vietmannsdorf-Gross Doelln road. It was a three-story building, about 40 x 10 meters, with a load capacity of 1,500 kg/square meters. Another such building, according to the 1954 construction plan, was scheduled to be built at the eastern end of the loading ramp in the northeastern section of Jagen 160. [redacted] 25X1

[redacted]

9. At the beginning of January, the first spur track and ammunition house I were completed at the ammunition dump northwest of Kurtschlag and ammunition houses II and III were being prepared. Each of the ammunition houses measured 40 x 10 meters. Their load capacity could not be determined. There were no basements underneath. The Bauunion Brandenburg was charged with the procurement of the lorries which were to roll on the rails into the ammunition houses. Additional installations planned to be built in 1954 next to the reported three ammunition houses included another spur track with 3 ammunition houses, each 40 x 10 meters; 4 ammunition houses, each 30 x 10 meters; 4 ammunition houses, each 20 x 10 meters; and 2 ammunition houses, each 10 meters square. [redacted] these houses were referred to as ammunition houses by the [redacted] construction staff but that it was not known whether the installations would be used as such. [redacted] 25X1 25X1 25X1

[redacted] A second fence was scheduled to be erected around the ammunition dump.

25X1 10. [redacted] a sketch of the quartering area near the airfield. The cross-hatched items in the areas II and III are buildings which had been erected by a Soviet construction unit and, [redacted] will remain there, while the other installations in area IV, except for the water supply system, and some of the installations in area III, were scheduled to be torn down upon completion of construction work. Some time ago, there had been discussions on the construction of a second settlement similar to that in area I and calculations were made concerning the water and power supply and the drainage system. Since recently, however, this plan has not been mentioned again and the 1954 construction plan did not include road construction in the quartering area. 25X1

[redacted] 25X1

11. Electric power was supplied via a high tension line from the main current distribution point northeast of Grossweter. The main transfer of 1,250 kVA was planned to be constructed in the northeastern section of Jagen 160, south of the railroad line in 1954.

12. The water pumping installation with a capacity of 700 cubic meters/h was located in the northern temporary building of the two eastern buildings in the billeting area IV. Of the capacity of 700 cubic meters/h, 300 cubic meters were scheduled for above-surface constructions and 400 cubic meters for the airfield area. The pumping installation was operated by electric current and a Diesel engine was available there in case of emergency. A pipe line, about 1 kilometer long, led from the sewage pump in Jagen 126 to the sewage fields in the west.

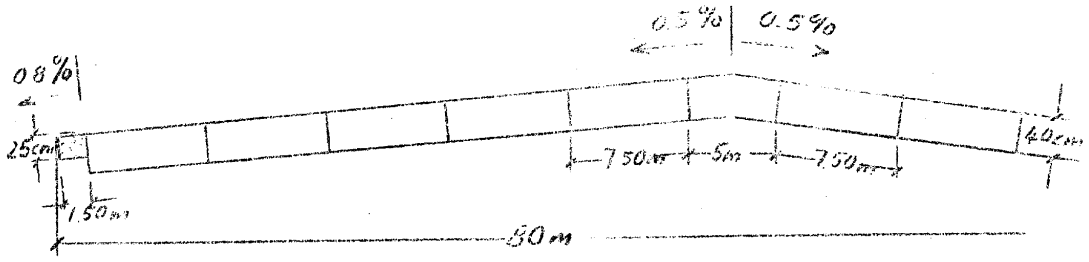
13. Prior to early January 1954, the members of the Bauunion Brandenburg and of the construction staff at Schorfheide airfield had not received instruction in counter-espionage or counter-intelligence, not even after the escape of the second business manager who allegedly had been engaged in intelligence activity. [redacted] 25X1 At the beginning of December 1953, regulations on increased security measures with regard to the handling of designs were issued by the main administration of the construction industry.

25X1 1. [redacted] Comment. Most of the construction and construction projects are known. However, no definite information is available on the exact location and dimensions of the dispersal areas, referred to as Objects 16 and 103, northwest and southeast of the two ends of the runway. The intended utilization of the barps could not definitely be determined; however, the 25X1 opinion [redacted] appears probable. The reported pressure resistance of 100 to 110 tons on the runway agrees with a concrete top layer of 40 cm. The details on an expansion of the ammunition dump are reported for the first time. Sketches forwarded with the report include:
Annex 1: Cross section of runway and sketch of expansion joint.
Annex 2: Sketch of ammunition dump.
Annex 3: Sketch of quartering area.

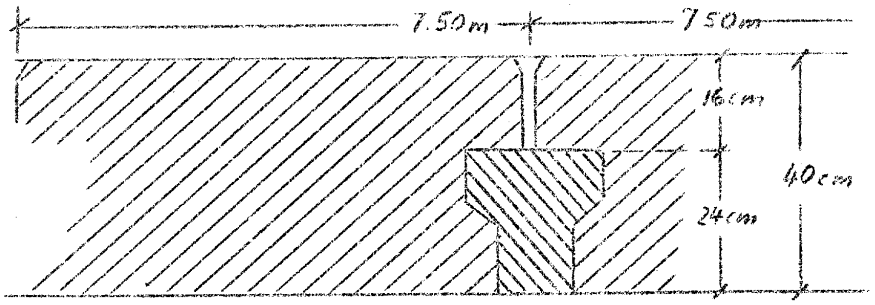
25X1 2. [redacted] Comment. The officers of the Soviet construction staff at Schorfheide airfield are known. The main bookkeeper Dravnikova and civilian employee Lavrentyev are reported for the first time. A Major Lavrentyev is known to be assigned to the central commissary (Base) in Werder. However, it is not believed that the two persons are identical.

25X1 3. [redacted] Comment. All of the reported members of the Bauunion Brandenburg charged with construction work at Schorfheide airfield are known. The assumed successor of chief of construction supervisor [redacted] was reported 25X1 once in a previous report.

Cross Section of Runway at Ashorfhuide Airfield



Expansion Joint



Annex 2 to [redacted] 25X1
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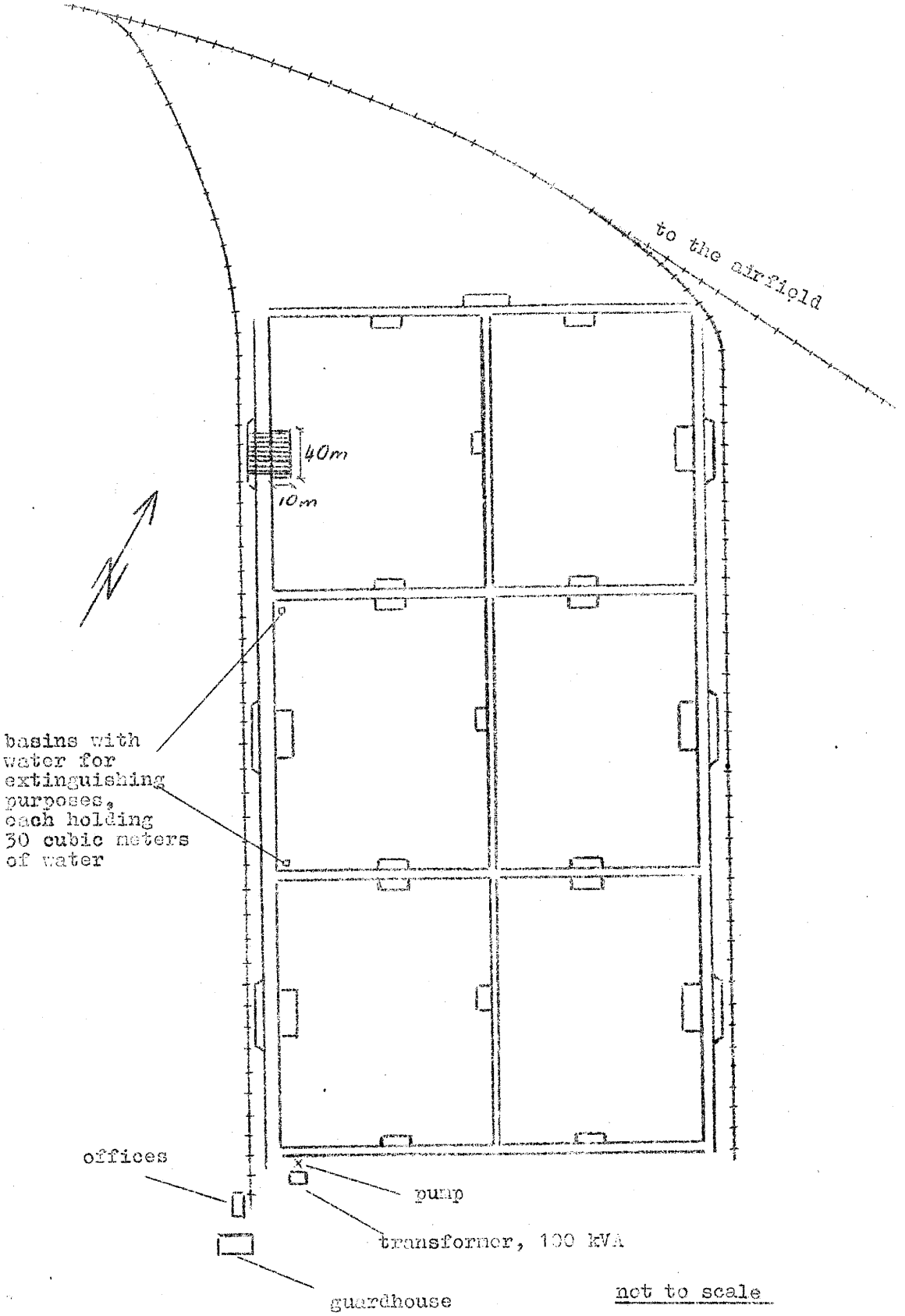
Ammunition Dump at Echo Choice Airfield

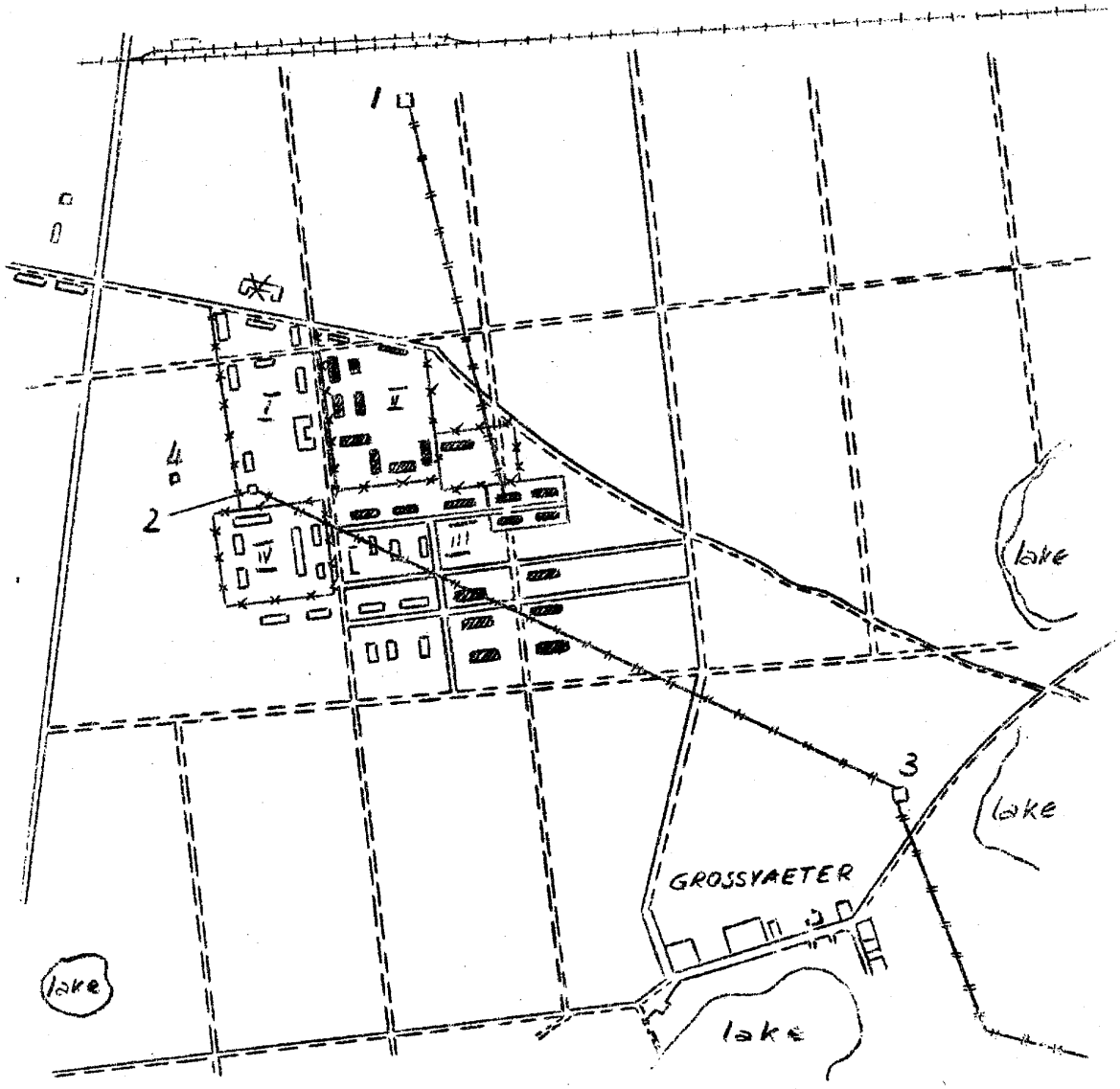


not to scale

Annex 3 to [redacted] 25X1

[redacted] 25X1

Quartering Area Near Schorfheide Airfield



Legend:

1 Main transformer, 1250 kVA
2 Transformer
3 Main distribution point
4 Sewage pump

spur track
high tension line
barbed wire fence